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Fri., Sept. 18, 1981 S.F. Progress B7

SAN FRANCISCO DEPARTMENT OF CITY PLANNI

NOTICE THAT AN
ENVIRONMENTAL IMPACT
IS DETERMINED TO BE R

Date of this Notice: September 18, 1981

Lead Agency: City and Cour
100 Larkin St

Agency Contact Person: Car

Project Title: 81.104E:
Montgomery-Washington Buil

Project Address: Southwest

Assessor's Block(s) and Lot

City and County: San Franci

Project Description: Constr
condominium building with s
demolition of a one-story b
ar garage, after

THIS PROJECT MAY HAVE A SIG AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. he criteria of the Guidelines of the State Sec 31 (Determining Significant Effect), 15082 (Mandatory Findings of Significance), and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is on file at the Department of City Planning:

Please see the attached Initial Study.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: September 28, 1981.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a filing fee.

Alec S. Bash

Alec S. Bash, Environmental Review Officer

ER5 6/80

DEPARTMENT OF CITY PLANNING
INITIAL EVALUATIONS
OF PROJECTS
(ENVIRONMENTAL
REVIEW PROCESS)
Projects for Week of
September 14, 1981

Notice is hereby given to the general public of the following actions concerning Initial Evaluations of Projects under the Environmental Review Process. Documents concerning these projects are available for public inspection at the Department of City Planning, 45 Hyde Street, Room 319.

EIR REQUIRED

The initial evaluation conducted by the Department of City Planning determined that the following project may have a significant effect on the environment and that an environmental impact report (EIR) must be prepared:

81.104E. Montgomery - Washington Building: Southwest corner of Washington and Montgomery Streets, lots 2-4 and 25 in Assessor's Block 208. Construction of a 24-story combined office and residential condominium building with street level commercial use and 48-car garage, after demolition of a one-story building and a two-story building.
81.104E

ROBERT W. PASSMORE
Assistant Director-
Implementation

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NF83554—Sept. 18

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SAN FRANCISCO DEPARTMEN

IN STREET · SAN FRANCISCO, CALIFORNIA 94102
(415) 552-1134

Date of this Notice: Sept

Lead Agency: City and County of San Francisco, Department of City Planning
100 Larkin Street, San Francisco, CA. 94102

Agency Contact Person: Carol Roos Tel: (415) 552-1134

Project Title: 81.104E:
Montgomery-Washington Building

Project Sponsor: Crow-Spieker Companies

Project Contact Person: Patrick Gilligan

Project Address: Southwest corner of Washington and Montgomery Streets

Assessor's Block(s) and Lot(s): Assessor's Block 208, Lots 2-4 and 25

City and County: San Francisco

Project Description: Construction of a 24-story combined office and residential condominium building with street level commercial use and 57-car garage, after demolition of a one-story building and a two-story building.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is on file at the Department of City Planning:

Please see the attached Initial Study.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: September 28, 1981.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a filing fee.

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REF
711.4097
M767if

Alec S. Bash

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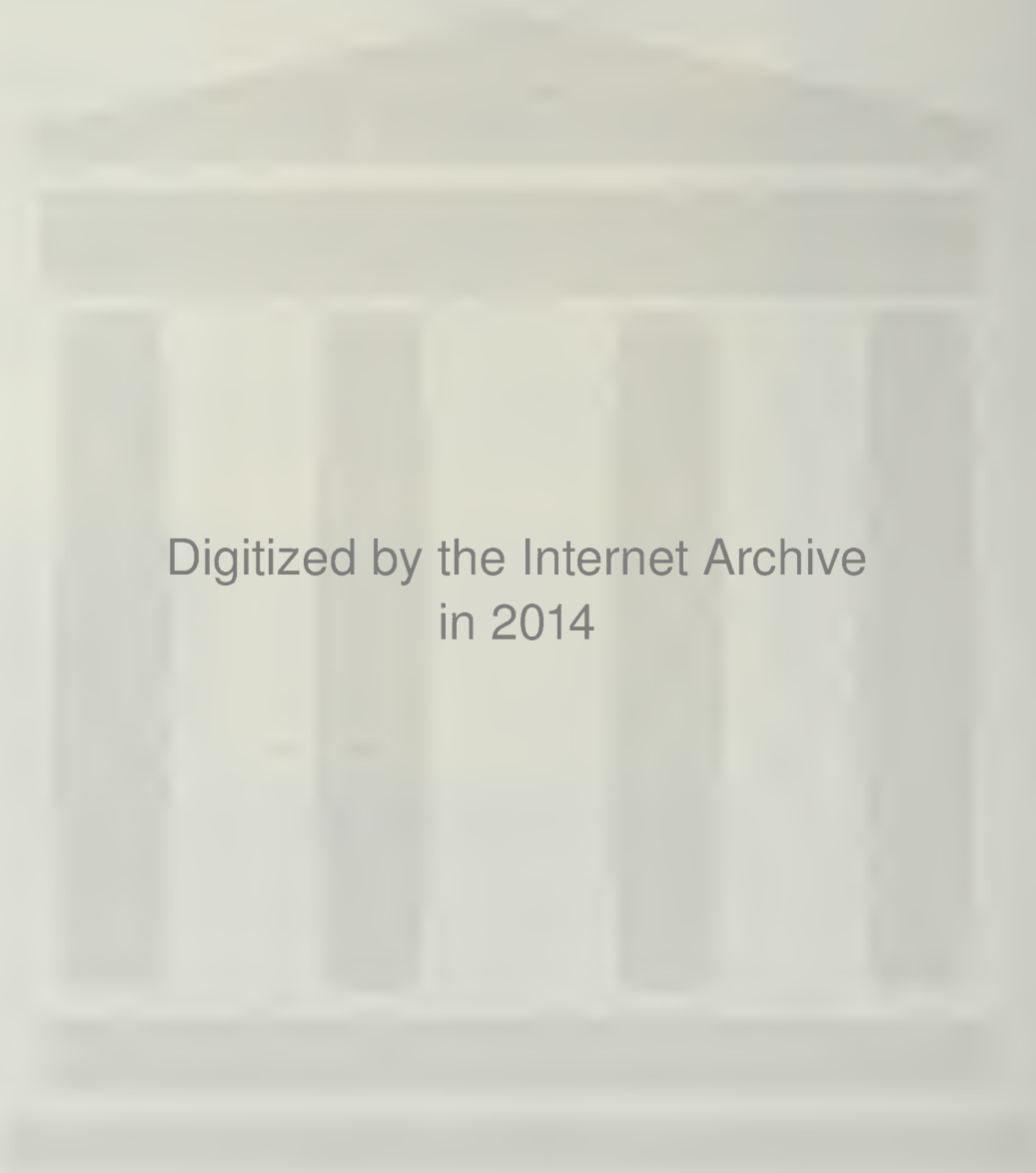

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FINAL INITIAL STUDY

MONTGOMERY - WASHINGTON BUILDING
SAN FRANCISCO

81.104E

September 1981

REF 711.4097 M767if

Montgomery-Washington
Building, San Francisco
1981.

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MONTGOMERY-WASHINGTON
BUILDING
INITIAL STUDY
81.104E

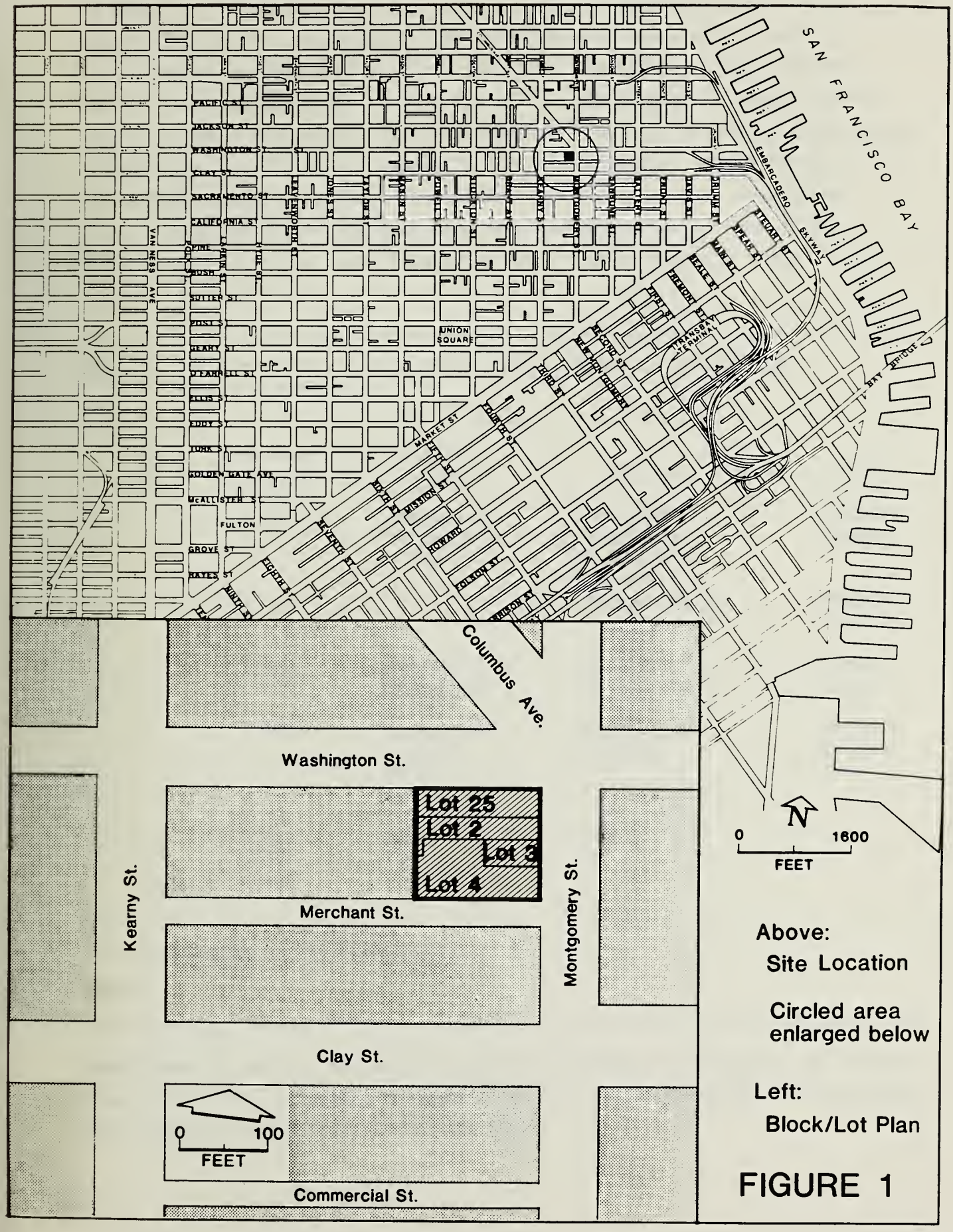
PROJECT DESCRIPTION

The project would be a 24-story combined office and residential condominium building proposed for development on the block bounded by Washington, Montgomery, Clay and Kearny Sts. The 17,400 sq.-ft. site encompasses four separate parcels on the northeast corner of Assessor's Block 208. Merchant St., a one-block-long service street, bisects the block in an east-west direction.

The site is in a C-3-O (Downtown Office) District and a 300-H height and bulk district. The allowable Basic Floor Area Ratio (FAR) for the site is 14:1.

The site is currently in commercial use, with the exception of one vacant parcel. The parcel, Lot 25 at the corner of Washington and Montgomery Sts., is in City ownership. This lot was originally six separate lots, which were acquired by the City's Department of Public Works (DPW) in four separate transactions from June 1970 to February 1973. Portions of the land were used to widen Washington St.; the remainder was subsequently declared to be surplus by DPW. The project sponsor proposes to bid on and purchase Lot 25 at public auction in 1981. The adjacent Lots 2 and 3 contain two- and one-story brick structures, respectively, including approximately 4,900 gross sq. ft. of restaurant space and 3,000 gross sq. ft. of office space. These buildings would be demolished. The parcel at the corner of Montgomery and Merchant Sts. (Lot 4) contains a surface parking lot with about 45 spaces.

The proposed project would be a 300-ft. high, 24-story mixed-use building. Development would be in the following mix: about 7,000 gross sq. ft. of ground-floor lobby and retail space; 1 double-height level of parking with mezzanine, above the lobby level and accessible from Merchant St. (about 25,000 gross sq. ft. containing approximately 62 parking spaces and about 3,300 gross sq. ft. containing two truck loading docks); about 236,600 gross sq. ft. of office space in 15 stories; about 77,500 gross sq. ft. of



Above:
Site Location

Circled area enlarged below

Left:
Block/Lot Plan

FIGURE 1

market-rate condominium residential space in six stories (approximately 40 units); a recreation facility for residents (about 4,000 sq. ft.); and about 8,000 sq. ft. of mechanical/building-service space on two levels, consisting of a structural basement (cellular foundation) and a mechanical service area, on the floor between the office and residential space; there would also be a rooftop mechanical penthouse. The project would include about 17,500 gross sq. ft. of open space in the following mix: about 10,000 sq. ft. of rooftop common open space; about 4,400 sq. ft. of private open space consisting of balconies and decks for the residential units; and about 3,100 sq. ft. in a pool area located at the first residential level.

TABLE 1: Existing Uses at the Project Site: Assessor's Block 208, Lots 2,3,4 and 25.

Lot No.	Land Area in Sq. Ft.	Current Use	Tenant	Owner
2	3,320	Commercial: restaurant/ offices	-Lafayette Restaurant -F.O.Merwin, Architect -Therese Weedy, Photographer	Project Sponsor Project Sponsor
3	1,920	Commercial: restaurant	-Iron Pot Restaurant	Project Sponsor
4	7,340	Commercial: surface valet parking lot	-Montgomery Parking	Project Sponsor
25	4,820	vacant	none	C.C.S.F.*
Total	17,400			

*City and County of San Francisco

SOURCE:

Development of retail, restaurant, and office floors would be at a 14:1 floor area ratio (FAR), excluding residential uses. The building would be about the same height as the Holiday Inn on the West.

The project would include widened sidewalks, three major building entrances, a street-level pedestrian arcade to facilitate shortened walking distances, and a tower of sculptured form. The building would be setback at the Montgomery/Washington corner, to preserve views from upper Columbus Ave. and respond to the configuration of the Transamerica building. The building setbacks at this corner would extend the entire height of the project and would increase, in a stepped manner, at the upper levels. The faceted upper-floor setbacks, diagonally terracing the northeast corner of the building, were designed to reduce the apparent bulk and scale of the building as seen from the Jackson Square Historic District and Telegraph Hill. The total gross floor area of the building would be approximately 329,800 sq. ft., an FAR of 19:1 and exceed the Basic FAR by about 5:1, or approximately 86,200 sq. ft. (excluding cellular foundation, mechanical and parking floor area).

The project sponsor is Crow-Spieker Companies of San Francisco, doing business as Trammell Crow Company. Project architects are Kaplan/McLaughlin/Diaz of San Francisco, and the IBI Group of Newport Beach, CA.

POTENTIAL ENVIRONMENTAL EFFECTS

Potential environmental issues associated with project implementation include: transportation, particularly circulation in relation to Chinatown and the Financial District, and transit effects; urban design, the project in relation to adjacent and nearby high-rise buildings, the smaller-scale Jackson Square Historic District and the Telegraph Hill community, including views; traffic-generated air quality effects; shadow and wind effects; energy consumption; and construction noise.

These issues require analysis in subsequent environmental documentation for the project.

Potential environmental issues associated with the project that have been determined in this Initial Study to be insignificant, and, therefore, not to be addressed in subsequent environmental documentation for the project, are described below, and discussed later in this Initial Study.

Land Use Compatibility: The project would be consistent with existing and proposed land uses in the vicinity of the site. The project would comply with the height provisions of the City Planning Code, but would exceed the height recommendations for the site contained in the Department of City Planning document, Guiding Downtown Development.

Noise: After completion, the project would not increase audible noise levels in the project vicinity.

Public Services and Utilities: The demand for public services and utilities would not require additional personnel or equipment, with the exception of fire protection services in the case of a major fire or disaster.

Biology: The project would not directly affect plants or animals, as the site is urbanized. Three of the four lots are covered with buildings or pavement. Lot 25 was covered with structures which were demolished to make way for a street widening. The site is now covered with grass and weeds.

Land/Geology/Soils: The site is on bedrock and the project would not require substantial excavation, grading or dewatering. The average depth of excavation would be about 20 ft. Dewatering would be required only during the construction period. Pile driving would not be required as a mat (cellular) foundation would be used.

Cultural/Historic: No known cultural resources or structures designated to be of architectural or historic importance would be affected by project implementation. See p. 29 for a mitigation measure in case archaeological resources are found during project excavation. The project would result in the removal of the two existing buildings on the site. The building at 643 Montgomery St. was rated in the architectural survey conducted for the Foundation for San Francisco's Architectural Heritage. It is not, however, included in the City's official list of Architecturally and/or Historically Significant Buildings in the Downtown. The building at 639 Montgomery St. was not rated in either architectural survey.

Construction-related Air Quality: Construction activities would not increase the frequency of violations of air quality standards as monitored by the Bay Area Air Quality Management District (BAAQMD) at Van Ness Ave. and Ellis St.,

about one-and-a-quarter miles southwest of the site. See p. 26 for measures which would reduce temporary particulate emissions during construction.

Hazards: Project operation would not increase the risk of explosion or release of hazardous substances, in the event of an accident, or cause other dangers to public health and safety.

Water Quality: Project operation would not affect the quality or quantity of public water or groundwater in the project vicinity. Shallow dewatering would be required during project construction.

A. GENERAL CONSIDERATIONS:	Yes	Maybe	No	N/A	Disc.
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City? (Please see discussion below.)	___	X	___	___	X
2. Would the project require a variance, or other special authorization under the City Planning Code?	X	___	___	___	X
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?	___	___	X	___	___
4. Would the project conflict with adopted environmental plans and goals?	___	___	X	___	___

The project would provide new housing and commercial office space in the Downtown core of San Francisco on a site that is close to local and regional transit facilities. It would comply with Objective 6 of the Commerce and Industry Element of the Comprehensive Plan to support San Francisco as "a prime location for financial, administrative, corporate, and professional activity", and would comply with policies of the Commerce and Industry Element to "maintain a compact downtown core" and to "provide adequate amenities for those who live, work and use Downtown". The project would comply with the Residence Element of the Comprehensive Plan which recommends "multiple-residential development in conjunction with commercial uses in the Downtown commercial area." Additionally, the project would comply with

recently proposed Department of City Planning (DCP) policies which recommend that new office buildings also provide housing (outlined in the DCP study document entitled Guiding Downtown Development, May 1981). The San Francisco Sub-Division Code requires provision of 10% low and moderate income housing in projects which would contain more than 50 dwelling units, provided subsidies are availbale. The project would provide about 40 condominiums and would not include any low and moderate housing.

The sculptured stepped and set back design of the project's upper northeast- and southwest-facing facades attempts to comply with the Urban Design Element of the Comprehensive Plan by providing a height and bulk transition from the nearby 52-story (778 ft.) Bank of America building at California and Montgomery Sts., the 48-story (853-ft.) Transamerica building, directly east of the site across Montgomery St., and the smaller-scale 2- to 8-story structures which characterize the Jackson Square Historic District, north and northeast of the site. The shaping of the upper part of the project tower is intended by the architect to insure that its vertical elements, which are similar in height to the adjacent Holiday Inn building, would be in different planes, providing a distinct visual separation between the two buildings. The project would also comply with the policy of the Urban Design Element of the Comprehensive Plan to "promote harmony in the visual relationships and transitions between new and older buildings" (Policy 1, "Urban Design Element, Policies for Major New Development").

The project site includes a 4,820 sq. ft. parcel (Lot 25) which is in City ownership and was designated as a potential open space site in the Recreation and Open Space Element of the Comprehensive Plan (Amendment No. 7-8-75, January 4, 1978). The site was examined for development as a downtown mini park. The Recreation and Park Commission (RPC) determined that this parcel is not appropriate for such use because of its size and the shading caused on the parcel by nearby buildings. On April 9, 1981 the Recreation and Park Commission recommended to the City Planning Commission that the designation of the parcel as a potential open space site be removed and the parcel be offered for sale to the public (RPC Resolution No. 12456). The RPC further recommended that a portion of the proceeds from the sale of this property be deposited in the City's Open Space account to be used to develop, redevelop or otherwise improve open space resources within the Chinatown community. The Planning and Recreation and Park Commissions had a joint meeting on

July 7, 1981 to review and act upon this proposal. At that time, the Recreation and Parks Commission voted to remove the potential open space designation. The City Planning Commission voted, by motion, on July 16, 1981 to remove the potential open space designation of the parcel, thereby eliminating the property from the Recreation and Open Space Element of the Comprehensive Plan. On September 15, 1981, the Board of Supervisors voted to authorize the sale of Lot 25.

The project would comply with the open space requirement for residential use in the C-3 District (Section 135(d) of the City Planning Code). The project would include about 17,500 gross sq. ft. of common and private open space for the project residents.

The project will require discretionary review by the City Planning Commission (CPC) under the provisions of Resolution No. 8474, adopted January 17, 1980. The project would include approximately 40 residential condominium units which exceed the site's allowable Basic Floor Area by about 86,200 gross sq. ft. (including the residential elevators and accessory recreation room). Under existing interim controls on downtown high-rise office development (Municipal Ordinance No. 240-80, effective July 1, 1980), buildings within the downtown commercial (C-3) district which contain residential units may be permitted development (floor area) bonuses by Conditional Use authorization. The proposed project design incorporates pedestrian amenities, including multiple building entrances, shortened walking distances and sidewalk widening, which may qualify for bonus floor area of about 67,400 gross sq. ft. (pursuant to Section 126 of the San Francisco Planning Code) to be used for the residential portion of the building. The project sponsor intends to request approximately 86,200 sq. ft. of bonus space to permit the amount of housing proposed.

The project sponsor proposes to provide 62 parking spaces (25,000 sq. ft.) and 2 freight loading spaces (3,300 sq. ft.) within the building's enclosed one-level plus mezzanine, double-height parking facility. About 17,000 sq. ft. of the parking space, representing seven percent of the gross office floor area, would be designated as short-term parking for the office portion of the building. Fifteen spaces, or about 6,000 sq. ft., would be allocated to the residential units as 150% of the residential parking requirement in a C-3 District. The project sponsor would apply for a Conditional Use authorization

to designate the remaining 2,000 sq. ft. of parking space as additional parking space for the residential units.

B. ENVIRONMENTAL IMPACTS:

	Yes	Maybe	No	N/A	Disc.
1. Land Use. Would the proposed project:					
a. Be different from surrounding land uses?	___	___	X	___	X
b. Disrupt or divide the physical arrangement of an established community?	___	X	___	___	X

Although the project would develop combined housing and commercial space within a single high-rise structure, both high-density residential and office uses are found within the surrounding area. The site lies at the northwest corner of the City's Financial District, and the Transamerica and 601 Montgomery high-rise office buildings are located immediately east and south of the project site. Additionally, the Bank of America, Alcoa and One and Two Embarcadero Center high-rise office buildings are located within 3 blocks of the site. Surrounding residential uses include the Chinatown community one block west of the site, and the four, 25-story Golden Gateway towers (1,260 rental units) two to four blocks northwest of the site. The City's Redevelopment Agency is currently developing the 150-unit, low-rise Golden Gateway Commons condominium apartment complex within four blocks of the project site.

The project would replace about 4,900 sq. ft. of restaurant space, 3,000 sq. ft. of office space and 7,340 sq. ft. of parking space with approximately 4,000 sq. ft. of restaurant space, about 500 sq. ft. of ground-floor, retail space, 238,820 sq. ft. of office space, 25,140 sq. ft. of parking and loading space, 64,800 sq. ft. of residential space and 4,500 sq. ft. of indoor recreation space for residents.

	Yes	Maybe	No	N/A	Disc.
2. Visual Quality and Urban Design. Would the proposed project:					
a. Obstruct or degrade any scenic view or vista open to the public?	___	___	X	___	X
b. Reduce or obstruct views from adjacent or nearby buildings?	___	X	___	___	X

	Yes	Maybe	No	N/A	Disc.
c. Create a negative aesthetic effect?	___	X	___	___	X
d. Generate light or glare affecting other properties?	___	___	X	___	X

The building would not be visible from freeways due to intervening structures. The project would interrupt some views from nearby buildings; in general, interrupted views would be replaced by similiar views from the proposed structure. The adjacent Holiday Inn is north/south facing and occupants would not have a view of the proposed building./1/ Views from the project's residential units would be oriented north and east, with the exception of 16 units which would have a north/south orientation. With mitigation, such as window shades or curtains, nighttime light from adjacent office buildings would not adversely affect project residents. Residential units would be higher than the adjacent 19-story 601 Montgomery office building. West-facing units would have nighttime views of the lighted Transamerica building. However, the approximately 100-ft. distance from the site and the narrowed shape of the Transamerica building would be expected to reduce the apparent mass of that building as seen by residents.

The building would change the view of the Downtown, Financial District cityscape and urban forms as seen from Telegraph Hill. For example, from Telegraph Hill, views of the 19-story, 601 Montgomery St. building would be replaced with views of the sculptured 24-story project building, which would make a visual transition from the taller Bank of America and Transamerica buildings to the smaller-scale Jackson Square District, north and northeast of the site.

The building would contain no reflective glass or high intensity lighting, and hence would not impose a reflective or glaring light on other properties or The Embarcadero Freeway off-ramp.

The relationship of the project to design guidelines developed by the City in 1973 for a previously proposed project on the site and the potential visual effect of site development on the Portsmouth Corridor will be discussed in subsequent environmental documentation for the project.

NOTE - Visual Quality and Urban Design

/1/ Photographs showing views from rooms in the Holiday Inn are on file at the Department of City Planning, Office of Environmental Review, 45 Hyde St., Room 319.

3. Population/Employment/Housing. Would the proposed project:

		Yes	Maybe	No	N/A	Disc.
a.	Alter the density of the area population?	X				X
b.	Have a growth-inducing effect?	X				X
c.	Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	X				
d.	Create or eliminate jobs during construction and operation and maintenance of the project?	X				X
e.	Create an additional demand for housing in San Francisco?		X			X

The project would increase the number of employees on-site from approximately 30 to approximately 980. Approximately 14 existing employees, of the two restaurants, professional offices, and parking lot on the site, would be displaced. It can be expected that the project's estimated 950 office sector jobs would create about 1,140 additional "secondary" jobs in the city's business services sector, this could have a growth-inducing effect by attracting new residents to the City.

During construction a total of about 400 person-years of employment would be created, with an average of 150 workers employed at any one time.

The project would be expected to generate a demand for housing units in San Francisco. The effect this additional demand would have on the City's housing market will be evaluated in subsequent environmental documentation for the project. The proposed residential component of the project would contribute to mitigation of this anticipated housing impact. The effects of business displacement will also be addressed in the subsequent environmental document.

4. Transportation/Circulation. Would the construction or operation of the project result in:

		Yes	Maybe	No	N/A	Disc.
a.	Change in use of existing transportation systems?	X				X
b.	An increase in traffic which is substantial in relation to existing loads and street capacity?			X		X
c.	Effects on existing parking facilities, or demand for new parking?	X				X
d.	Alteration to current patterns of circulation or movement of people and/or goods?	X				X
e.	Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X			X
f.	A need for maintence or improvement or change in configuration of existing public roads or facilities?			X		X
g.	Construction of new public roads?			X		

The project would result in an increased use of existing transportation systems, both nearby freeways and local streets, and the local Municipal Railway (MUNI) transit and regional transit systems which serve Downtown San Francisco. The project would generate a parking demand that would be met partially by on-site parking. At least one permanent, long-term parking space would be provided for each four residential units according to City parking requirements for this zoning district. Approximately 45 short-term parking spaces would be provided as accessory parking for office space users. A total of about 62 parking spaces are proposed with the project.

A detailed analysis, including an estimate of the number of automobile, and freight vehicle trips generated by the project, the impacts of such traffic on nearby streets and intersections, an estimate of parking and loading needs, the effects of the project on pedestrian movements in the project vicinity, and project and cumulative impacts on the local MUNI transit routes and on regional systems will be presented in subsequent environmental documentation.

The project would require no change in the present pattern of circulation or in the configuration of existing public streets.

5. Noise.

	Yes	Maybe	No	N/A	Disc.
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area? (During construction)	___	X	___	___	X
b. Would existing noise levels impact the proposed use?	___	___	X	___	X
c. Are Title 25 Noise Insulation Standards applicable?	X	___	___	___	X

Noise levels in the area would not be expected to exceed currently existing levels as a result of project operation. Potential operational noise impacts associated with the project are of two types: noise generated by the building's mechanical equipment and project-related traffic. Construction noise associated with site development would temporarily increase noise in the area during the 18-month construction period.

The Downtown San Francisco noise environment is dominated by vehicular traffic noise. Traffic generated by the project during any hour of the day would cause traffic noise to increase by less than 1 decibel (dBA)./1/ A 1 dBA increase in environmental noise is undetectable by the untrained human ear.

Noise due to mechanical equipment is regulated by the San Francisco Noise Ordinance, Section 2909, "Fixed Source Noise Levels" (San Francisco Municipal Code, Part II, Chapter VIII Section 1, Article 29, 1972). The site is in the C-3-O (Downtown Office) District. In this zone the ordinance restricts equipment noise levels at the property line to 70 dBA between 7 A.M. and 10 P.M. and 60 dBA between 10 P.M. and 7 A.M. During lulls in traffic, mechanical equipment noise levels of 70 dBA would tend to dominate the site noise environment. Equipment noise levels would be designed to meet the nighttime limit of 60 dBA and would not be audible above the ambient noise level of the site vicinity. This is particularly important due to the proximity of the Holiday Inn. Although mechanical equipment noise of 60 dBA

could be audible at the hotel, it is not expected that this noise would interfere with use of the hotel.

The Environmental Protection Element of the Comprehensive Plan indicates an existing day-night average noise level (Ldn) of 65 dBA on Washington St. and 70 dBA on Montgomery St./2/ The Element contains guidelines for determining the compatibility of land uses with various noise environments. For residential and office uses the guidelines recommend no special noise control measures in an exterior noise environment of up to an Ldn of 60 dBA and 70 dBA, respectively. As the exterior noise level at the height of the condominiums can be expected to be about 55 to 60 dBA, no special noise control measures would be required.

Title 25 of the California Administrative Code, Noise Insulation Standards, applies to all new residential structures, with the exception of single-family dwellings. The acceptable outdoor noise levels for all residential units is established as a community noise equivalent level (CNEL) equal to 60 dBA./3/ The exterior noise environment of the site exceeds a CNEL of 60 dBA at street level. The project requires an acoustical analysis to show that the interior residential CNEL requirement of less than 45 dBA with the windows closed would be met. As the project sponsor has stated that the project would be constructed to conform with Title 25 Noise Insulation Standards, existing noise levels would have no significant effect and no further discussion is needed./4/

Project construction would occur in 3 stages: demolition, excavation and construction of the new building. Throughout the 18-month construction period, trucks would be visiting the site, initially hauling away dirt and debris and then bringing materials. These activities would temporarily increase noise levels in the surrounding area.

The project is expected to use a mat (cellular) foundation, which would not require pile driving. The San Francisco Noise Ordinance limits the noise emission of powered construction equipment, except impact tools, to 80 dBA at 100 ft. It also prohibits construction work at night from 8 P.M. to 7 A.M., if the noise emission from such work exceeds the ambient noise level by 5 dBA at the property line, unless a special permit is authorized by the San Francisco Department of Public Works.

The Holiday Inn located adjacent to the site would be the most sensitive receptor of construction noise and noise impacts could result during the construction period. Although the hotel wall facing the site is constructed of at least one-ft.-thick concrete, interior noise levels at the hotel during project construction could be expected to reach as high as 46 dBA. At this level, the sounds would be audible but would not interfere with human speech or sleep. Noise levels in the surrounding 601 Montgomery St. and Transamerica buildings could reach 65 dBA and average about 60 dBA. Noise levels this high would interfere with human speech and concentration, distracting employees and degrading their performance./5/ Construction noise will be discussed in subsequent environmental documentation for the project.

NOTES - Noise

/1/ Decibel (dB) is a logarithmic unit of sound energy intensity. Sound waves, traveling outward from a source, exert a force known as sound pressure level (commonly called "sound level"), measured in decibels. dBA is decibel corrected for the variation in frequency response of the typical human ear at commonly-encountered noise levels.

/2/ Ldn is an averaged sound level measurement, based on human reaction to cumulative noise exposure over a 24-hour period, which takes into account the greater annoyance of nighttime noises. Noise between 10 P.M. and 7 A.M. is weighted 10 dBA higher than daytime noise.

/3/ Community noise equivalent level (CNEL); similar to Ldn except that sound level measurements taken between 7 P.M. and 10 P.M. are weighted 5 dBA higher than daytime sounds in addition to the 10 dBA 10 P.M. to 7 A.M. weighting.

/4/ Pat Gilligan, Crow-Spieker Companies, telephone communication September 15, 1981.

/5/ National Institute for Occupational Safety and Health, Occupational Exposure to Noise, 1972

6. Air Quality/Climate. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Violation of any ambient air quality standard or contribution to an existing air quality violation?	X				X
b. Exposure of sensitive receptors to air pollutants?		X			X
c. Creation of objectionable odors?			X		
d. Burning of any materials including brush, trees, or construction materials?			X		

	Yes	Maybe	No	N/A	Disc.
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	X	___	___	___	X

Two types of air quality impacts would result from the proposed project: short-term construction impacts including particulate and hydrocarbon emissions, and long-term vehicle-related impacts, including carbon monoxide emissions. Concentrations of air pollutants are monitored by the Bay Area Air Quality Management District (BAAQMD) at Van Ness Ave. and Ellis St., about one-and-a-quarter miles southwest of the site.

Demolition, grading, and construction activities would affect local air quality for approximately 12 months. Construction activities, in general, generate approximately 1.2 tons of particulate (dust) per acre per month of activity./1/ This includes emissions from land clearing, excavation and project construction. Assuming 18 months of demolition, excavation, and construction activity on 0.4 acre, a total of approximately 9 tons of particulates would be generated. Without mitigation, this would result in a worst-case 24-hour average concentration of approximately 6,400 ug/m3 (micrograms per cubic meter) at and adjacent to the site, 64 times the 24-hour State standard of 100 ug/m3. The eight-hour concentration would be about three times the 24-hour concentration; no standard has been established for 8-hour particulate concentrations. Except to persons with respiratory disorders, large-size construction particulates are more a nuisance than a hazard, and settle out of the atmosphere rapidly with increasing distance from the source, in contrast to gaseous pollutants and to small-size particulates from combustion.

Pouring asphalt for driveways and using oil-based paints would generate hydrocarbon emissions. These types of emissions are controlled by Regulation 8 rules of the BAAQMD./2/ Diesel powered construction equipment would emit (in decreasing order by weight) nitrogen oxides, carbon monoxide (CO), sulfur oxides, hydrocarbons, and particulates. This emissions would not have any measurable effect on citywide or regional air pollution concentrations or on the frequency of standards violations./3/

Project-related traffic would add to local and regional accumulations of CO, hydrocarbons and nitrogen oxides, (the latter two precede ozone), particulates and sulfur oxides during adverse meterological conditions, such as inversions (U.S. EPA, 1977, Compilation of Air Pollutant Emission Factors, AP-42). Ozone is a regional problem, and CO and particulates are local problems (ABAG, BAAQMD, and MTC, January 1979, 1979 Bay Area Air Quality Plan, San Francisco Bay Area, Environmental Management Plan). The project would thus impede attainment of standards, but would probably have no measurable effect on citywide or regional concentrations, or on the frequency of violation of the standards. These conclusions are based on the projected air quality impacts reported in Daon, Environmental Impact Report (EIR), EE 79.57 (pp. 189-193). The Daon project would contain about the same area as the proposed project and is not expected to cause violations of air quality standards, although it would minimally increase concentrations in the immediate area by less than 2%. If the were no air quality control strategies (emission standards), cumulative development in the Downtown area would increase ambient concentrations and the frequency of standard violations. Standards violations are not expected to occur and ambient concentrations are expected to decrease due to reduced emissions resulting from control strategies. Project related and cumulative air quality impacts will be evaluated in subsequent environmental documentation for the project.

The project would affect wind speed ratios at street level, probably increasing west winds along Washington St. The project would increase shadows on sidewalks and streets along Montgomery and Washington Sts. The building can also be expected to cast shadows on the buildings along the north side of Washington St. The effects of wind, sun and shadow on project occupants and nearby uses will be evaluated in the subsequent environmental documentation for the project.

NOTES - Air Quality/Climate

/1/ U.S. Environmental Protection Agency, 1975, Compilation of Air Pollutant Emission Factors, Supplement No. 5, p. 11.2.4-1.

/2/ Bay Air Quality Management District (BAAQMD), 1980, Rules and Regulations, BAAQMD, San Francisco.

/3/ U.S. Environmental Protection Agency, 1975, Compilation of Air Pollutant Emmission Factors, Supplement No. 4, p.3.2.7-2,-3.

7. Utilities and Public Services. Would the proposed project:

	Yes	Maybe	No	N/A	Disc.
a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following?					
fire protection	___	X	___	___	X
police protection	___	___	X	___	X
schools	___	___	X	___	X
parks or other recreational facilities	___	___	X	___	X
maintenance of public facilities	___	___	X	___	___
power or natural gas	___	___	X	___	___
communications systems	___	___	X	___	___
water	___	___	X	___	X
sewer/storm water drainage	___	___	X	___	X
solid waste collection and disposal	___	___	X	___	X

Fire Protection: The project would increase the building area and the number of persons using the site. The introduction of residential use would increase the potential fire hazard over that of office use. The project would not require additional Fire Department personnel or equipment, except in the case of a major fire or disaster. Present hydrants and water supply are adequate./1/

Police Protection: The project would increase population and private property on the site, thus potentially increasing crime. The site is within the Central Police District (headquarters at 766 Vallejo St.). The project area is patrolled 24-hours a day by radio-dispatched patrol cars. There are no foot patrol beats in the area immediately surrounding the site. The nearest foot beat is about one block north of the site, on Columbus Ave. The Police Department does not expect to require additional police personnel or equipment to serve the project./2/ Appropriate design measures (alarms, adequate lighting at entryways, 24-hour security personnel, closed-circuit camera systems, secured and separate entrances for the residential areas with computerized lock systems) would reduce the demand for police personnel.

Schools: The project is not expected to house many families with school-aged children. San Francisco school system is currently losing student population and would be able to serve any additional students generated by the project./3/

Parks or other recreational facilities: The project would provide private and common open space and common recreational facilities for residents. This would include a health club and pool area. It is expected that project residents would be able to enjoy existing public parks in the vicinity as well as existing private recreational facilities. It is not anticipated that the project would generate excessive demand on parks and other recreational facilities.

Water: The project site is served by a 6-inch-diameter main located on the north side of Montgomery St. and an 8-inch-diameter main located on the west side. Both mains provide 72 pounds of static pressure and 61 pounds of working pressure. The project would increase water use at the site by approximately 32,000 gallons per day (gpd). Existing mains have sufficient capacity and pressure to handle the additional flow demand with hook-up from Montgomery St./4/

Sanitary Sewer: The site is serviced by rectangular, 3-ft. by 5-ft., combined storm and sanitary sewers located in both Montgomery and Washington Sts. The project would generate an estimated additional 32,000 gpd of wastewater. The sewers serving the site have sufficient capacity to carry the additional load, and no improvements are expected to be required. Project-generated wastewater flows represent 0.05% of the average daily flows of 65 million gallons per day (MGD) currently being treated at the North Point Water Pollution Control Plant and would represent about 0.04% of the 85 to 90 MGD treatment capacity of the Southeast Water Pollution Control Plant when this facility goes into interim operation in 1982. Flows to the North Point plant, which currently serve the site, would be diverted to the Southeast plant at that time. North Point would then become a wet weather combined storm and sanitary sewage treatment facility. No expansion of the present collection and treatment system would be required to serve the project./5/

Solid Waste Disposal: When in operation, the project would generate about 2 tons of solid waste per day. Golden Gate Disposal Company, which currently serves the site, anticipates no problem in meeting collection demand./6/

NOTES - Utilities and Public Services

/1/ Chief Joseph A. Sullivan, Division of Support Services, San Francisco Fire Department, written communication, April 28, 1981.

/2/ Sergeant James Farrell, Division of Planning and Research, San Francisco Police Department, telephone communication, April 23, 1981.

/3/ Robert Haslam, Property Management Department, San Francisco Unified School District, telephone communication, September 15, 1981.

/4/ Mr. Harlow Swain, Senior District Water Serviceman, Engineering Department, San Francisco Water Department, telephone communication, April 24, 1981.

/5/ Mr Nathan Lee, Engineering Associate II, Division of Sewer System Design, San Francisco Clean Water Program, telephone communication, April 24, 1981. Mr. Don Hyashi, Director, Citizens Participation, San Francisco Clean Water Program, telephone communication, April 24, 1981.

/6/ Mr. Fiore Garbarino, Treasurer, Golden Gate Disposal Company, telephone communication, April 23, 1981.

8. Biology.

	Yes	Maybe	No	N/A	Disc.
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?	___	___	X	___	___
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?	___	___	X	___	___
c. Would the project require removal of mature scenic trees?	___	___	X	___	___

9. Land. (topography, soils, geology) Would proposed project result in or be subject to:

a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)	___	___	X	___	X
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops)	___	___	X	___	___
c. Generation of substantial spoils during site preparation, grading, dredging or fill?	___	___	X	___	X

Analysis of site soils conditions has been completed by a geotechnical consultant./1/ The project sponsor would follow the recommendations of the geotechnical consultant in site development. Data indicate that the site is underlain by recent, unconsolidated deposits of clays, silts, sands and

combinations thereof. All these deposits are underlain by Franciscan bedrock material which is suitable for shallow building foundations such as spread footings or the concrete mat type proposed for the project. Grading would be limited to foundation preparation. The average depth of excavation would be about 20 ft.; the maximum depth of excavation would be about 25 ft.

Demolition of the existing structures and parking lot would result in the removal of used brick, concrete and pavement from the site.

NOTES - Land

/1/ Lee and Praszker, Consulting Civil Engineers, July 30, 1981, Geotechnical Investigation of the Montgomery - Washington Building.

10. Water. Would the proposed project result in:

		Yes	Maybe	No	N/A	Disc.
a.	Reduction in the quality of surface water?	___	___	X	___	___
b.	Change in runoff or alteration to drainage patterns?	___	___	X	___	___
c.	Change in water use?	X	___	___	___	X
d.	Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?	___	X	___	___	X

On-site water consumption would increase by approximately 32,000 gallons per day. The vacant Lot 25, which is partially excavated and undrained, would drain into the City storm sewer system upon project completion. According to the geotechnical investigation prepared for the site, the depth of groundwater table is between elevation -2 and -7, San Francisco City Datum (SFCD)./1/ Elevation 0, SFCD, is 8.6 ft. above mean sea level. Project-related excavation would extend below groundwater level and dewatering would be required. Dewatering using sumps and pumps would be temporary and would take place during foundation preparation activities. Dewatering would be done inside the building excavation; no dewatering would occur outside of the excavation. Excessive drawdown of the groundwater level outside the excavation could produce some local subsidence which could damage the streets or older brick buildings in the immediate vicinity of the site. Water level outside the excavation would be monitored using groundwater observation

wells. Due to the sandy texture of subsurface deposits, the groundwater levels outside the excavation would not be appreciably lowered. The project would include measures which would mitigate potential impacts associated with excavation and dewatering activities (see p. 27).

NOTE - Water

/1/ Lee and Praszker, Consulting Civil Engineers, July 30, 1981, Geotechnical Investigation of the Montgomery - Washington Building.

11. Energy/Natural Resources. Would the proposed project result in:

		Yes	Maybe	No	N/A	Disc.
a.	Any change in consumption of energy?	X				X
b.	Substantial increase in demand on existing energy sources?			X		X
c.	An effect on the potential use, extraction, conservation or depletion of a natural resource?		X			X

The project would result in a net increase in energy consumption on the site. The project would conform to energy requirements of Title 24 of the California Administrative Code, so that energy use per square foot of floor area would be less than at present. As the final building design has not been developed, the amount of total energy consumption and efficiency of energy uses cannot be identified. Energy consumption will be discussed in subsequent environmental documentation for the project as information becomes available.

There would be an increase in peak-hour electrical demand resulting from elevator use, in addition to peak-hour demand characteristics of other uses in the structure. Other aspects of electrical and natural gas demand characteristics cannot be identified until specific building designs are developed. The project would contribute to cumulative energy consumption by Downtown development that will result in depletion of nonrenewable energy resources.

The possibility that shadows from the project could reduce the feasibility of future active solar energy collection installations in some off-site locations will be studied in subsequent environmental documentation for the project. No

existing active solar energy collection installations would be affected, as none are located in the immediate area, north of the site. No other natural energy resources would be directly affected.

12. Hazards. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?			X		
b. Creation of or exposure to a potential health hazard?			X		
c. Possible interference with an emergency response plan or emergency evacuation plan?			X		

13. Cultural. Would the proposed project:

	Yes	Maybe	No	N/A	Disc.
a. Include or affect a historic site, structure or building?		X			X
b. Include or affect a known archaeological resource or an area of archaeological resource potential?			X		
c. Cause a physical change affecting unique ethnic or cultural values?			X		X

No known buried ships or other archaeological resources occur on the site, which is presently occupied by two structures. The site is inland of the 1849 shoreline (see p. 29 for mitigation in the event of an archaeological finding on the site).

The project would result in the removal of the two existing buildings on the site. The two-story building housing the Lafayette Restaurant and offices at 643 Montgomery St. was rated "C"--of "Contextual Importance"in the architectural survey conducted for the Foundation for San Francisco's Architectural Heritage by Charles Hall Page & Associates, Inc. The structure is listed in the Foundation's publication, Splendid Survivors. It is not, however, included in the City's official list of Architecturally and/or

Historically Significant Buildings in the Downtown, adopted by the City Planning Commission on May 29, 1980. The structure was completed in 1908 and is part of the series of post-1906 reconstruction brick buildings which are diminishing in number throughout the Downtown. The northwest portion of Lot 4, currently used as a surface parking lot, is a State Historic site. The site formerly contained the Bolton & Marron Building, listed in the California Historic American Building Survey (HABS).

The one-story building at 639 Montgomery St., occupied by the Iron Pot Restaurant, is not rated in either architectural survey. The restaurant was, however, a site of bohemian cultural activity during the 1940's and early 1950's related to the so-called Montgomery Block. The Montgomery Block, residence of many artists during the period, is now occupied by the Transamerica pyramid building.

The Jackson Square Historic District, which encompasses an area bounded by Washington St., Pacific St., Columbus Ave. and Sansome St. lies north and northeast of the project site. In 1972, this area was made San Francisco's first historic district in recognition of its special architectural and aesthetic character. Once the northern edge of San Francisco's business district, land use in this area changed when the downtown shifted south in the late 1860's. The Jackson Square District went from banking, retail and professional uses to liquor and tobacco warehousing, and later to printing and paper warehousing. In the 1950's the vintage red-brick and Victorian buildings were refurbished and occupied by interior decorators and wholesalers. By the late 1960's professional firms, and many restaurant and bars relocated from the Financial District had occupied the area, raising rents to their current level. Today Jackson Square has some of the most elaborate surviving Victorian commercial buildings in San Francisco, many of which are included in the City's official list of Architecturally and/or Historically Significant Buildings in the Downtown. For example, the original Transamerica Corporation Building is located on the corner between Columbus Ave. and Montgomery St., north of the project site across Columbus Ave.

The project site is within a few blocks of several architecturally significant buildings in the Financial District. The Kohl Building at 400 Montgomery St., the Financial Center Building at 405 Montgomery St., the Anton Boreland

Company Bank at 440 Montgomery St., and the original Bank of America Building at 552 Montgomery St. were rated "A" for "highest architectural importance" in the survey conducted for the Foundation for San Francisco's Architectural Heritage. (The Kohl Building, The Anton Boreland Company Bank and the original Bank of America Building were rated "4" in the City's official list of Architecturally and/or Historically Significant Buildings; the 405 Montgomery St. building was not rated in this survey.) The American-Asian Bank at 500 Montgomery St. and the building at 520 Montgomery were rated "B" for "major architectural importance" in the the Heritage survey. (The American-Asian Bank was rated 4/5 in the City's offical list; the 520 Montgomery St. building was not rated in this survey.) The Old Subtreasury Building at 608-610 Commercial St is designated City Landmark No. 34 and was rated 3 in the City's official list.

Directly south of the project site, is a California registered hisorical landmark. The 601 Montgomery St. Building is located on the original site of the Western Regional Headquarters of the Russsell, Majors and Waddell Company. This firm, which had its main office in Leavenworth, Kansas, founded the Pony Express and conducted operations in San Francisco from 1860 to 1861. There are six plaques on the 601 Montgomery St. property from organizations commemorating that site's history.

The project site is located within the Downtown Financial District (C-3-O) and is not immediately adjacent to the Chinatown community. The project would be expected to have no measurable effect on the Chinese Cultural Center located in the Holiday Inn. Therefore, the project would not affect the unique ethnic or cultural values of this community.

C. MITIGATION MEASURES:

	Yes	No	Disc.
Are mitigation measures included in the project?	X		X
Are other mitigation measures available?	maybe, if need is identified in subsequent environmental documentation.		

Mitigation Measures proposed as part of the project include the following:

URBAN DESIGN

- The project's sculptured upper-level facade is intended by the architect to (1) reduce the apparent scale and bulk of the building; (2) provide visual interest to viewers from Telegraph Hill and the Jackson Square District; and (3) serve as an apparent transition in height from the taller high-rise buildings of the C-3-O district which frame the project to the low-rise structures of the Jackson Square District, north and northeast of the site.

- The project would include pedestrian amenities; small, pedestrian-scale retail activity; and sidewalk space designed to improve pedestrian access to work, shopping and passive recreation spaces and transit facilities as well as contribute to a visually interesting streetscape. Proposed pedestrian amenities include street trees and sidewalk plantings, multiple building entrances, widened sidewalks and ground-floor commercial activity. Ground-floor commercial activity would include uses such as a kiosk flower stand, newsstand, automatic banking terminal and other "soft" retail space, and would not include any financial institutions.

POPULATION/EMPLOYMENT/HOUSING

- The project sponsor would assist any of the existing tenants on the project site in relocatation activities.

- The project sponsor proposes to provide approximately 40 residential condominium units on-site. These units would vary from 1,000 to 2,500 sq. ft. providing a range in size. Project housing would help mitigate increased demands on the city's housing supply which may be generated by the project's office development.

TRANSPORTATION/CIRCULATION

- The project sponsor would encourage transit use through the sale on-site of BART and MUNI passes to employees, and by encouraging employee carpool and vanpool systems in cooperation with RIDES for Bay Area commuters.

- Secure bicycle parking facilities would be provided, to encourage the use of bicycles by employees and messengers.

- During the construction period, project truck movement would be limited to the hours between 9 A.M. and 4 P.M., to minimize peak-hour traffic conflicts.

- The project sponsor would participate proportionately in whatever legal means is finally adopted by the Board of Supervisors to contribute funds for an established Downtown transit assessment district to meet peak demands caused by cumulative office development in the Downtown.

NOISE

- Prior to construction, the project sponsor would meet with the Holiday Inn management to negotiate arrangements for hotel guests who will sleep during the daytime to be assigned hotel rooms located farthest from the construction site and noise sources. Additional measures would be arranged as necessary and feasible for hotel and adjacent office uses.

- The project would comply with Title 25 of the California Administrative Code regarding noise insulation for residential uses.

- The project contractor would comply with all requirements of the San Francisco Noise Ordinance, including limiting noise emissions from powered construction equipment to 80 dBA at a distance of 100 ft. The project contractor would muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible. There would be no pile driving.

AIR QUALITY/CLIMATE

- During excavation, unpaved demolition and construction areas would be wetted to hold down dust; if this were done at least twice a day with complete coverage, particulate emissions (dust) would be reduced about 50%.

- The general contractor would maintain and operate construction equipment in such a way as to minimize exhaust emissions. During construction, trucks in loading or unloading queues would be kept with their engines off when not in use to reduce vehicle emissions.

- Residential open space would be designed and sheltered to maximize natural light and air and minimize wind on-site. Should the results of a detailed wind analysis indicate that the project would have substantial wind effects, design alternatives would be considered to mitigate wind effects.

UTILITIES AND PUBLIC SERVICES

- To reduce the demand on police protection services, the project would incorporate internal security measures such as a 24-hour staffed guard station in the lobby area; closed circuit television cameras and internal security personnel; well-lighted entries; alarm systems; separate security elevator and locked entrances with telephones for the residential portion of the building; and computerized office and residential entrances accessible only by pre-programmed magnetic keys.

- The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.

- The project would incorporate low-flow faucet and toilet fixtures to reduce water consumption and wastewater.

- The building would be equipped with a trash compactor to reduce the volume of solid waste requiring storage and transport. Separate storage facilities for recyclable waste material would be provided for both office and residential uses.

- A detailed foundation and structural design study has been conducted for the building by a California licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design and construction of the project.

- The project sponsor would post a surety bond, if required by the San Francisco Department of Public Works, before issuance of a permit to excavate. Such a bond would protect the City against damages to City-owned sidewalks, streets and utilities.

- The project sponsor would require the project contractor and sub-contractors to obtain a Faithful Performance and Payment Bond, if proper financial capability is not evident, and to be responsible for any damage to existing buildings which might result from excavation. This bond would protect the project sponsor and owners of adjacent properties if any damage to these properties were to result from construction activities.

- Excavation pit walls would be shored up and protected from slumping or lateral movement of soils into the pit. Shoring and sheeting with soldier beams could be used for this purpose. The contractor would comply with the Excavation Standards of the California Occupational Safety and Health Agency (Department of Industrial Relations).

- Montgomery, Washington and Merchant Sts. would be mechanically swept by the demolition and excavation contractors, as required by the San Francisco Building Code, so that silt would not be washed into the storm drains and dust would be reduced. This would be a provision of excavation and demolition contracts.

- Groundwater observation wells would be installed for monitoring the level of the water table and other instruments to monitor potential settlement and subsidence. The City would require a lateral and settlement survey to monitor any movement or settlement of surrounding buildings and adjacent streets during the dewatering. Control lines and benchmarks would be

established for monitoring horizontal and vertical movement. Costs for the survey and any necessary repairs to services under the streets would be borne by the contractor.

- If, in the judgment of City engineers, unacceptable subsidence occurs during the construction, groundwater recharge would be begun to halt the settlement. This might cause a delay in construction.

- Groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to prevent sediment from entering the storm drain/sewer lines.

ENERGY

- Wherever possible, office suites would be equipped with individual light switches, time clock operation and fluorescent lights, to conserve electric energy. A centralized management computer system would monitor off-hour (evening and weekend) heating and air-conditioning use. Tenants would be charged for off-hour heating and air-conditioning service used to promote energy conservation.

- The project would comply with the former Federal Energy Building Temperature Restrictions in the operation of heating, ventilating and air conditioning (HVAC) equipment. The HVAC system would be equipped with an economizer cycle to use outside air for cooling, as feasible.

- Whenever possible, the HVAC system would be designed to recycle waste heat to heat the project swimming pool, domestic water for office use and recreation facility water supply.

- Residential units would have individually metered gas (if applicable) and electric services.

- Residential and office water heating systems would be insulated to minimize heat loss. In residential units, water heaters would be placed as close as possible to the source of use (sinks, showers, dishwashers) to minimize heat loss.

CULTURAL

- Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, should be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

- The project sponsor would install a plaque on the project site to commemorate the history of the Bolton & Marron Building, listed in the California Historic American Building Survey.

D. ALTERNATIVES:	Yes	No	Disc.
Were other alternatives considered:	X		X

The project sponsor is considering two alternatives to the proposed project. Alternative project plans include:

1. A 215-ft. high (14:1 FAR) office building on the currently proposed project site (17,400 sq. ft.). This alternative would not include housing and would not require a conditional use authorization allowing for residential floor area bonuses;

2. An office/condominium building on a smaller 12,580 sq. ft. site, which excludes the presently City-owned Lot 25. This alternative would be about 270 ft. in height with an FAR of 14:1 for the office portion of the building. Allowable bonuses would be applied for residential use on the site;

3. An office/condominium building which would comply with all development controls recommended in the Department of City Planning document, Guiding Downtown Development. This alternative would involve development on the four parcels comprising the project site. Office space would represent an FAR of 12:1; residential use would represent an FAR of 5:1; and

4. The no project alternative. This alternative would retain the existing structures on the project site.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

	Yes	No	Disc.
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	X	___
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	X	___	___
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable?	X	___	X
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___

		Yes	No	Disc.
5.	Is there a serious public controversy concerning the possible environmental effect of the project?	___	X	X

The project would provide mixed-use but could permanently change the physical interface between the Financial District, Chinatown, North Beach and Jackson Square areas. This will be considered in further environmental documentation for the project. The project would contribute to cumulative traffic increase in the downtown. Some concern has been expressed about the effect of project design on the surrounding area and that there be adequate transfer of public open space from the site Lot 25 to the Chinatown area. These concerns will be considered in subsequent environmental documentation for the project.

DISTRIBUTION LIST

REGIONAL AGENCIES

Alameda-Contra Costa County
Transit District
508 - 16th Street
Oakland, CA 94612
Attention: Mr. Don Larson

Association of Bay Area
Governments
Hotel Claremont
Berkeley, California 94705
Attention: Mr. Charles Q. Forrester

Bay Area Air Quality
Management District
939 Ellis Street
San Francisco, California 94109
Attention: Mr. Irwin Mussen

Bay Area Rapid Transit
District
800 Madison Street
Oakland, California 94607
Attention: Ms. Barbara Neustadter

Golden Gate Bridge Highway
& Transportation District
P.O. Box 9000, Presidio Station
San Francisco, California 94129
Attention: Mr. Dale W. Luehring

Metropolitan Transportation
Commission
Hotel Claremont
Berkeley, California 94705
Attention: Ms. Franceen Lyons

San Mateo County Transit
District
400 South El Camino
San Mateo, California 94402

Regional Water Quality Control
Board
San Francisco Region
1111 Jackson Street, Room 6040
Oakland, CA 94607
Attention: Mr. Adam Olivera

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Planning Commission
Department of City Planning
City and County of San Francisco
100 Larkin Street
San Francisco, California 94102
Attention: Commissioners:
Toby Rosenblatt, President,
Susan Bierman,
Norman Karasick, Alternate for
Richard Sklar
Jerome Klein,
Yoshio Nakashima,
C. MacKey Salazar,
Eugene Kelleher, Alternate for
Roger Boas,
Richard Sklar,
Roger Boas
Lee Woods, Commission Secretary

San Francisco Department of
Public Works
City Hall, Room 260
San Francisco, CA 94102
Attention: Mr. Jeffrey Lee

San Francisco Department of
Public Works
Traffic Engineering Division
460 McAllister Street
San Francisco, California 94102
Attention: Mr. Scott Shoaf

San Francisco Department of
Public Works
Mechanical Section
45 Hyde Street, Room 222
San Francsco, CA 94102
Attention: Mr. Cormac Brady

San Francisco Fire Department
260 Golden Gate Avenue
San Francsco, California 94102
Attention: Mr. Joseph Sullivan,
Chief, Division of Planning
and Research

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attention: Ms. Susan Chelone

San Francisco Committee for
Utility Liaison on Construction
and Other Projects (CULCOP)
c/o GES - Utility Liaison
City Hall, Room 363
San Francisco, CA 94102
Attention: Mr. Herman Beneke

San Francisco Landmarks Preservation
Advisory Board
100 Larkin Street
San Francisco, CA 94102
Attention: Mr. Jonathan H. Malone

Mayor's Economic Development Council
552 McAllister Street
San Francisco, CA 94102
Attention: Mr. Richard Goblirsch

San Francisco Police Department
850 Bryant Street
San Francisco, California 94103
Attention: Sgt. Paul Libert,
Planning and Research Division

San Francisco Real Estate Department
450 McAllister Street, Room 600
San Francisco, California 94102
Attention: Mr. Wallace Wortman,
Director of Property

San Francisco Unified School District
135 Van Ness Avenue, Room 209
San Francisco, CA 94102
Attention: Dr. Robert Alioto

San Francisco Water Department
Distribution Division
425 Mason Street
San Francisco, California 94102
Attention: Mr. John Kenck, Manager

GROUPS & INDIVIDUALS

Asian, Inc.
1610 Bush Street
San Francisco, California 94109
Attention: Mr. Harold Yee

Asian Americans for Equality
759 Jackson Street
San Francisco, CA 94133

Asian Community Center
19 Brenham Place
San Francisco, CA 94108

Asian Law Caucus Inc.
36 Waverly Place, Suite 2
San Francisco, California 94108
Attention: Mr. Edwin M. Lee

Asian Neighborhood Design
576 Vellejo Street
San Francisco, CA 94133
Attention: Mr. Gilbert Chan

Bay Area Council, Inc.
348 World Trade Center
San Francisco, CA 94111

Chinatown Coalition for Better Housing
615 Grant Avenue
San Francisco, California 94108
Attention: Ms. Jennie Lew

Chinatown Neighborhood Center, Inc.
c/o 615 Grant Avenue, 2nd Floor
San Francisco, CA 94108

Chinatown Neighborhood Improvement
Resource Center
615 Grant Avenue, 2nd Floor
San Francisco, California 94108
Attention: Mr. Gordon Chin

Chinatown Transportation Research
and Improvement Program
615 Grant Avenue, 2nd Floor
San Francisco, CA 94108

Chinese for Affirmative Action
121 Waverly Place
San Francisco, California 94108
Attention: Mr. Henry Der

Chinese American Citizen's Alliance
1044 Stockton Street
San Francisco, CA 94105

Chinese American Institute
of Engineers
146 Waverly Place
San Francisco, CA 94108

Chinese Chamber of Commerce
730 Sacramento Street
San Francisco, CA 94108
Attention: Mr. George Chinn

Chinese Community Housing Corp.
615 Grant Avenue, Second Floor
San Francisco, CA 94018
Attention: Mr. Tim Dean

Chinese Consolidated Benevolent
Association
843 Stockton Street
San Francisco, CA 94108

Chinese Democratic Club
915A Grant Avenue
San Francisco, CA 94108

Chinese Newcomers Service Center
816 Sacramento Street
San Francisco, CA 94108

Committee for Better Parks and
Recreation Facilities of Chinatown
920 Sacramento Street
San Francisco, California 94108
Attention: Ms. Beverly Karnatz

Downtown Association
582 Market Street
San Francisco, CA 94194
Attention: Mr. Lloyd Pflueger

Friends of the Earth
124 Spear Street
San Francisco, California 94105
Attention: Ms. Connie Parrish

The Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, California 94109
Attention: Mr. Grant Dehart,
Executive Director

Ms. Sue Hestor
4536 - 20th Street
San Francisco, California 94114

IBI Group
359 San Miguel Drive, Suite 200
Newport Beach, California 92660
Attention: Mr. Phil Beinhaker,
Mr. Paul Zejfin

Kaplan/McLaughlin/Diaz
222 Vallejo Street
San Francisco, California 94111
Attention: Mr. Jeffrey Heller

RIDES, Inc.
100 Van Ness Avenue, 19th Floor
San Francisco, CA 94102
Attention: Ms. Charna Staten

San Francisco Beautiful
41 Sutter Street
San Francisco, California 94104
Attention: Mrs. H. Klussman,
President

San Francisco Building and
Construction Trades Council
400 Alabama Street, Room 100
San Francisco, California 94110
Attention: Mr. Stanley Smith

San Francisco Chamber of
Commerce
465 California Street
San Francisco, California 94104
Attention: Mr. Richard Morten

San Francisco Labor Council
3068 - 16th Street
San Francisco, California 94103
Attention: Mr. Bernard Speckman

San Francisco Planning and Urban
Research Association
312 Sutter Street
San Francisco, California 94108
Attention: Mr. John Jacobs

San Franciscans for Reasonable
Growth
9 First Street
San Francisco, California 94105
Attention: Mr. Carl Imperato

San Francisco Tomorrow
728 Montgomery Street, Room 34
San Francisco, California 94111
Attention: Ms. Suzanne Smith

Sierra Club
530 Bush Street
San Francisco, California 94105
Attention: Ms. Becky Evans

Telegraph Hill Dwellers Association
426 Vallejo Street
San Francisco, California 94133
Attention: Mr. Jim Augustino

Telegraph Hill Neighborhood Association
660 Lombard Street
San Francisco, California 94133
Attention: Mr. Peter Gibb

Tenant & Owners Development Corporation
177 Jessie Street
San Francisco, California 94105
Attention: Mr. John Elberling

ABUTTING PROPERTY OWNERS

Crow-Spieker-Cahill
2180 Sand Hill Road
Menlo Park, California 94025
Attention: Mr. Warren E. Spieker, Jr.

Crow-Spieker Companies
601 Montgomery Street, Suite 410
San Francisco, California 94111
Attention: Mr. Patrick J. Gilligan

Four Seas Investment Corp.
340 Stockton Street
San Francisco, California 94108
Attention: Mr. Jack Wong

Holiday Inn
750 Kearny Street
San Francisco, California 94108
Attention: Mr. Yue, Building Manager

Justice Enterprises, Inc.
235 Montgomery Street, Suite 1529
San Francisco, CA 94104

Doro's Restaurant
c/o Milton Meyer & Co.
1 California Street
San Francisco, California 94111

Transamerica Title Insurance Co.
Premier Insurance Co.
600 Montgomery Street
San Francisco, California 94111
Attention: Mr. John Hall

Transamerica Corporation
Orrick, Herrington and Sutcliffe
600 Montgomery Street, 10th Floor
San Francisco, CA 94111
Attention: Mr. David Spielberg

MEDIA

San Francisco Bay Guardian
2700 19th Street
San Francisco, CA 94110
Attention: Mr. David Johnston

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attention: Mr. Marshall Kilduff,
Mr. Allen Temko

San Francisco Examiner
110 Fifth Street
San Francisco, CA 94103
Attention: Mr. Gerald Adams

San Francisco Progress
851 Howard Street
San Francisco, CA 94103
Attention: Mr. Mike Mewhinney

LIBRARIES

Environmental Protection Agency Library
215 Fremont Street
San Francisco, CA 94105
Attention: Ms. Jean Circiello

Hastings College of the Law Library
198 McAllister Street
San Francisco, CA 94102

Golden Gate University Library
536 Mission Street
San Francisco, CA 94105

San Francisco Public Library
Main Branch, Documents Section
208 Larkin Street
San Francisco, CA 94102

San Francisco Public Library
Business Branch
530 Kearny Street
San Francisco, CA 94104

San Francisco State Library
Government Publications
San Francisco State University
1600 Holloway Avenue
San Francisco, CA 94132

Stanford University Library
Government Documents Section
Stanford, CA 94305

University of San Francisco
Gleeson Library
Golden Gate and Parker Avenues
San Francisco, CA 94115